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Improved Relations With Germany.

The Berlin Government's agreement to extend the modus vivendi provisionally governing our trade relations with Germany is the latest of a series of proofs of Emperor WILLIAM'S determination to win the friendship of the American people. His flattering efforts to attain that end have to a certain extent succeeded. They have not, indeed, brought us to the point of seeing in Germany rather than in England our "next friend," but undoubtedly they have effected a striking change in the feeling with which Germany has been regarded by a large majority of our citizens during and since our war with Spain.

If the record of the last ten years be reviewed impartially we must acknowledge that the imputation to Germany of anti-American sympathies and designs was based, not wholly but in part, on misunderstandings. It is now known that Herr von HOLLEBEN did not approve of the joint protest against our war with Spain which was advocated by the representatives of many European Powers at a meeting held at the house of Lord PAUNCEFOTE, who was then dean of the diplomatic corps. To that protest Lord PAUNCEFOTE would have made England a party had he not been overruled by the British Foreign Office. For the effort to tie our hands by a European mandate to keep the peace we had mainly to thank Austria and France, the former country actuated by a lingering resentment at our failure to stop the execution of MAXI-MILIAN, and the latter influenced by certain Paris financiers who had placed the huge Spanish loan which was based upon the revenues of Cuba. Of that annoying but abortive demonstration the Emperor WILLIAM II, was neither the instigator nor an abettor. It is true that in Manila Bay the German Admiral DIETRICH comported himself toward Admiral DEWEY with less friendliness than was evinced by the British naval commander, but there never was an atom of evidence that his surly and sour behavior was authorized in advance at the further end of the globe.

There was rather more foundation for the belief that in Germany the Monroe gramme of that nation contemplated acquisitions in Latin America. More than one book and many articles in reviews and newspapers maintained that a legitimate as well as desirable field for German expansion lay on this side of the Atlantic. It was on this account that the suspicion excited by the blockade of Venezuelan seaports was directed almost exclusively against Germany, although Great Britain and Italy took part in the naval operations. That there still exists in Germany a deep and widespread impression that by guaranteeing the territorial integrity of Latin American republics we pursue a dog in the manger policy is plain from the vehemence with which his auditors applauded the avowal of Professor Burgess's personal opinion that the Monroe Doctrine is out of date. The Emperor WILLIAM himself, however, is too shrewd and farsighted a man. too accurate a measurer of values, not to recognize that the acquirement of a dependency in South America would be too dearly purchased at the cost of a war with the United States. We may therefore take for granted that so long as he reigns the desire expressed by spokesmen of the German colonizing party to annex the Brazilian province of Rio Grande do Sul will never bring about an effort at fruition.

We have stated the sum of Germany's offending, and we must admit that it scarcely justifies the misgiving and anxiety with which Emperor WILLIAM'S attitude toward this continent has been watched. There is, on the other hand. no doubt about the assiduity and earnestness with which he has striven to gain our sympathy and confidence. Never was one nation courted more persistently and devotedly by the sovereign of another. Undiscouraged by the coldness, not to say churlishness, with which his first overtures were received, he has showered us with tokens of esteem and friendship until we have been fairly shamed into a show of reciprocal amity.

We know not what foundation there may be for the report that he contemplates sending one of his sons to Harvard University, but that such a project should be seriously mooted is one of the highest compliments ever paid to the United States. If such a plan should be carried out it would be accepted as a culminating proof of the Emperor's sincerity and as a conclusive testimony by American civilization. Meanwhile, it is but just to recognize that no country in the world, not even Great Britain, has ever shown so much eagerness to avoid giving us the slightest cause for irri- | side is a fear of the Chinese and on the other a tation as is evinced in the modus vivendi now extended for a second time. By that concession Emperor WILLIAM has not only exasperated the large and powerful section of his subjects which is identi-

he has exposed himself to sharp and indignant remonstrances from other chase like privileges with commercial treaties by which tariff preferences are accorded to imports from the German Empire.

In view of such an exhibition of good will the last traces of anti-German sentiment are fast disappearing in this country.

The Isle of Pines Decision.

The decision of the Supreme Court in the Isle of Pines case removes a cause of friction between this country and Cuba. The American residents on the island have made a stubborn fight against the treaty which declared that "The United States of America relinquishes in favor of the Republic of Cuba all claim of title to the Isle of Pines." This treaty was signed in Havana on July 2, 1903. It was sent to the United States Senate on November 10 of the same year, but has thus far failed of ratification. Its ratification is now unnecessary.

A few weeks before the submission of the treaty to the Senate, one EDWARD J. PEARCY shipped forty boxes of cigars, "the product of and manufactured in the Isle of Pines," to New York, where payment of duty was refused on the ground that they were a domestic product, "merchandise which must under and by virtue of the Constitution of the United States in that regard be admitted to free entry in any port of the United States." Collector STRANARAN failed to take that view of the matter and seized the goods because "the said goods did not constitute a legal package within the meaning of the statutes of the United States of America regulating importations from foreign countries." Mr. PEARCY sued Mr. STRANAHAN for \$250, the alleged value of the merchandise. Thus the case got into the courts.

The decision supports earlier decisions by the Treasury Department and the definitely stated opinion of Secretary ROOT, and determines finally the status of the disputed territory. The manner in which their campaign has been carried on makes it improbable that the Pifferos will accept this verdict gracefully. With the exception of secession no other line of protest seems open to them, and they will do well to think a good many times before they try that. Such a course under the existing conditions, would create a very peculiar situation. Would United States troops be used to prevent an American secession from a foreign country which is under the administrative control of the United States?

The best advice which can be given o these discontented people is that they accept loyally the verdict of the Supreme Court of their own country.

Private Claim Bills

Private claim bills, one of which Govrnor Hughes has vetoed, consume much of the Legislature's time, and are a prolific source of petty graft and corruption. Some of them are for the relief of per sons to whom the city is justly if not or subsequently commended by his legally indebted, but many are imposisovereign. The Emperor WILLIAM was tions. The amounts involved in a maunjustly held up to reprobation and jority of the disputes are small, and the even ridicule for an act of a subordinate | burdening of the statute books with laws for their adjustment is preposterous

As Governor HUGHES points out in the veto message, the Board of Estimate and Apportionment should have power to attend to such details of administration. All that is necessary is the adoption of an amendment to the charter conferring on the board power to deal with the equities of any claim. This amendment might be passed and signed in the same time that is taken up in the enactment of a single private claim bill. It would relieve the Legislature, do away with numerous opportunities for log rolling, and furnish a means of justice for all claimants. The existing situation is most unbusinesslike in every aspect. The amendment suggested by the Governor ought to be written in the charter by the present Legislature

Dalai Lama and Tashi Lama.

The finding of AGUINALDO by the adventurous Funston was probably a greater feat in trailing than the discovery of the deposed Dalai Lama's retreat by Dr. TAFEL, the German explorer: and as for his interview with the holy man, who failed to understand the doctor's Tibetese, an American railway manipulator in his inner office is less accessible, for the mystery that enveloped the Dalai Lama has been dissipated and his glory as an ecclesiastical autocrat has departed.

If Dr. TAFEL had interviewed the sacred man before the invasion of Lhasa by a British expeditionary force, accompanied by newspaper correspondents with cameras, the doctor would have scored a marvelous "beat"; but the number, reduced to the state of a private individual by the Chinese Government, present address Gombum, near the frontier of China. The Dalai Lama is under surveillance and on a quarterly of his corps. "Unemployed" for nearly allowance. Probably he could not escape Dr. TAFEL.

No blinding aura surrounds the Tashi Lama, the successor of the Great Mystery, and a heretic foreigner properly the anticipation of a cordial reception. Dr. Sven Hedin, who was allowed to ake snapshots in and around the great Tashi Lama as a charming and sympathetic man. Dr. TAFEL speaks of the now obscure Dalai Lama as an anæmic pockmarked man with a small mustache such is the penalty the once inaccessible holy man pays for being a nobody.

Any globetrotter can get on the Roof of the World nowadays and drop in at There will soon be Cook's tours. Father McGillicuppy of Worcester, Mass., was recently up as far as Gvantse and reports:

We found the natives practically cowed. They stand between the devil and the deep sca. On one

Centuries of awful tradition have been stripped from the office of head of the Buddhist Church in Tibet, and the Tashi

a human and companionable dignitary, as genial and miscellaneous as one of foreign Powers that have had to pur- our popular divines. "His voice is low," says Captain RAWLING of the British Army, who was the first European to make a call upon him, "and while speaking a perpetual smile plays about his face." At twenty-seven the Tashi Lama is beginning to enjoy life almost as vividly as the late Shah of Persia. At any rate his impressions are fresher, and it will be some years before he becomes blasé. He has been to India and enjoyed the freedom of Calcutta, where honors and gifts were heaped upon him. He is blandly interested in modern inventions and luxuries. Open plumbing and electric lights will be put into the lamasery at Tashi Lhumpo, if he wants them. He has ordered an eighty horse-power automobile, and a macadamized road is to be made from Shigatse to Gyantse on which he will be able to scorch without fear of arrest by a mounted policeman. Automobilists can imagine the pleasure of being the owner of the only touring car in the country, with no speed limit, undisputed right of way, and detention for

homicides barred. But the Tashi Lama will not long have the highway to himself: a railway from Szechuan on the Chinese side to open the Tibetan towns to trade has been authorized, and it is only a question of a short time when Lhasa will be added to the grand tour and there will be an American bar in a modern hotel on the main street. The wondrous palatial pile of the Dalai Lamas on Mount Potala will be an attraction in itself to make Lhasa worth a visit from the other side

Leonard Wood's Medal.

A friend who signs his letter "Ex-Regular," but appends his real name, writes from Middletown, Conn., to inform THE SUN, among other things, that General LEONARD WOOD received a medal of honor for military service as early as 1886. Our correspondent says:

"By consulting the Army Register we find that General Wood was appointed Assistant Surgeon January 5, 1886, and that he was awarded the Congressional medal of honor 'for distinguished onduct in the campaign against the Apache Indians during the summer of 1886; while serving as medical officer with Captain Lawron's expedition. Surely this was not 'melodrama.' Ask MILES. And THEODORE ROOSEVELT had no hand in this reward."

We are not questioning the merit of Dr. Wood's services in the campaign against the Apaches, or his worthiness to receive the medal of honor. We are simply pointing out to our correspondent the error of assuming that because the medal of honor was awarded for services rendered in 1886 it was awarded at or about that time, and that consequently the high political and official influence enlisted much later in behalf of Dr. Wood's promotion could have had nothing to do with the award.

As a matter of fact the Congressional medal of honor is conferred by the President, not by a special act of Congress, in each individual case. In the individual case of Dr. Wood it was not conferred at the time of the Apache campaign by Chamber before concluding that they know President CLEVELAND, as it might seem all about the new legislation. from the entry in the Army Register and likewise in the biographical reference works, but by President McKINLEY,

twelve years after that campaign. The medal of honor was issued to Dr. Wood on April 8, 1898, nearly contemporaneously with his commission from President McKinley as Colonel of Volunteers and his appearance in command of the celebrated cohort of mounted men organized by his patriotic and energetic Lieutenant-Colonel, ROOSEVELT.

Civil Engineer Peary.

The Navy Register of January, 1907, shows that Civil Engineer ROBERT E. PEARY, holding the rank and presumably the pay of Commander, was commissioned in the service October 26, 1881. He has therefore figured upon the list for nearly twenty-six years. In that time he has risen from the lowest place in his corps to the next to the highest. The Register, however, shows that of these twenty-six years he has given only ten years and seven months to the public service, whereas fourteen years and seven months are accounted for under the head of "Unemployed." It appears, therefore, that considerably more than one-half of Mr. PEARY's official life has been devoted to enterprises totally unconnected with the Government from which he derives his rank, his status and no doubt to a great extent his pay.

Of course it is no secret that these fourteen "unemployed" years have been spent in Arctic exploration, the preparations therefor, and the lecturing tours and other social functions following upon his return to the United States. What he has accomplished in the way of scientific "Reincarnation of Buddha" is now a back | data and useful information we need not consider at this time. The point of immediate importance is the effect of Commander PEARY's prolonged, not to say chronic, absenteeism upon the morale fifteen years, and now receiving another leave for three, he presents to his fellow civil engineers the suggestion that honors, notoriety and emolument are more easily obtained by evading than introduced may send in his card with by discharging the duties legitimately attaching to the pursuit of a homely and uneventful routine. And if those who stick to their proper occupation and find monastery at Shigatse, describes the advancement slow regard Mr. PEARY'S prominence and prosperity with discontent, who shall brand them as peevish and unreasonable?

The calling of the navy civil engineer is not at all picturesque or melodramatic. He does not stand on bridges, with the tempest howling in his beard; neither does he preside in the conning tower, directing battles and breathing tragedy and bloodshed. His billet is ashore, within a safe and commonplace environment. But he has serious and useful work to do, and as he does it faithfully he earns, or should

earn, credit and promotion. There are twenty-nine civil engineers and four assistant engineers who figure in the Register. Of these there are only three who have place in the column of the "unemployed." One has ten years to his debit. The others are charged with

fied with the agricultural interest, but Lama comes out into the light of day two and one respectively. All of them, therefore, may be said to be attending strictly to their professional duties and seeking neither promotion nor emolument outside. Is it conceivable that these obscure and quiet gentlemen are prompted to enthusiastic performance of their duty by a thoughtful contemplation of the meteoric rise of Mr. PEARY?

Wickedness in College. Before the outraged children of all the institutions of higher education except Syracuse University arise to refute the charge made by Chancellor DAY, that "depraved conditions" and "scenes of debauchery" are characteristic of "many" colleges and universities, that vigorous educator should be asked to put on record his definition of the words he used in his address to the Methodist Episcopal Conference last Tuesday. When his conception of "depraved conditions" and "debauchery" is understood it easily may appear that what he regards as serious offences against good morals and discipline are not so looked on by a large majority of men and women.

For the government of the institution under his charge the Chancellor has a code of rules stern and rigorous enough to say the least. Smokers are barred from scholarships; the youth who enters a saloon by that very act is supposed to relinquish his place in the university. Other college faculties are not as strict in their requirements. They tolerate the smoker who receives financial aid from the college, and they do not expel the patron of the railed counter. Mr. DAY thinks his system is the only suitable method by which to train the young. and no one will deny the propriety of his exalting it above all others; yet it is rather uncharitable of him to denounce in public all who do not subscribe to it as promoters of "debauchery" and to accuse them of fostering "depraved conditions."

Meanwhile, Chancellor DAY is always in earnest, always of high ideals, and is one of the most entertaining persons now engaged in the thankless task of correcting that interesting agglomerate we call the American public.

The funeral of one of the best known and nost loved men in Canada was held in Montreal on Tuesday, thousands of people he had never known gathering outside a crowded church to pay their silent tribute to his memory during a great snowstorm. He had as many friends in the English speaking world as there were flakes falling in the street. No statesman, no soldier, no native of Canada could have been more sincerely mourned than was WILLIAM HENRY DRUMMOND, whose only title to fame was a little book of verse in which he sang, without thought of fame, the joys, the woes, the trials and dangers of the habitants in their simple patois. Dr. DRUMMOND had the modesty of true genius. No one would have marvelled more than he in the flush of his sturdy manhood if the vision had been revealed to him of the host of mourners met at his funeral to do him honor because he had touched the universal heart.

"The new reapportionment law will take care of the two districts that were pointed out to be un-constitutional. Other than that there will be no changes."—State Chairman TIMOTEY L. WO-DRUFF. Even after this there are some persons who will wait to hear from the Executive

THE THOROUGHBRED BARKEEP. Rescue of a Careless Customer by

Mixelogist.

TO THE EDITOR OF THE SUN-Sir: The uncon only well written, and equally just, tribute of "Bacchus Aurelius" to the barkeep to-day deserves. one who loves good English and at times needs a drink of something more helpful and cheerful than tea. That word of appreciation I beg to offer to Bacchus Aurelius" and to the barkeep

I would like to tell of the courtesy that I received from a barkeep not long ago. I was on my way to my lodging one evening and I felt that a glass ome much needed sleep, should I take it slowly as I got ready for bed. By chance I was near a bar I turned into the place to get haif a pint of whiskey Putting my hand into my pocket I discovered hat I had gone out for an evening's stroll without a cent. Needless to say the situation was trying. but I told the barkeep of my trouble and asked h thether he would trust me for the price of the whiskey until the morning, adding that I would eave my walking stick with him as security

His answer was to hand me a half dollar and the whiskey. He then charged 40 cents and when handed him back his half dollar he insisted upon my taking the 10 cents change. He smilingly de clined the stick. The next morning when I returne the 50 cents with my hearty thanks he accepted them as though he had done nothing.

That man did not know my name, did not know where I lived and had seen me but a few times

If I am able to discern a thoroughbred, where man persons would not think of looking for him, that barkeep was one. NEW YORK, April 9.

Gold Burted in Guam

From the San Francisco Chronicle Fifty thousand dollars in greenbacks, to be used n paying Government expenses at Guam, will be sent to that Island by the next transport. As there is a shortage of small paper money a the Sub-Treasury, the greenbacks were gathered at the different banks. The money is sent in this form at the request of the Governor of Guam. sent word to the navy pay office that gold sent to Guant went out of circulation almost immediately as the natives bury it as soon as they receive t tion of which is known only to their owners. The natives look upon greenbacks as stage money. their desire to pass them along keeps up a healthy circulation of currency

Uncle Joe's Dance at Nassau.

Speaker Cannon never felt so good as he did at he dance at Nassau on the way back from Pansald John C. Eversman, secretary to Repre sentative McKinley. "Nearly 200 people of be sexes and all ages gathered to join in the fun, but the Speaker had more than anybody else. He arranged the partners, called the turns and ran up nd down swinging his arms and having a high old time. He induced the orchestra to play the 'Arkansas Traveller,' a favorite with him in the old days. wound up by dancing the Virginia reel. Mr. Cannon is more than 70 now, but you would have thought, had you seen him at that dance, that he was in his twenties, for he was younger in spirit

The Scotch Fisherman's Sporting Ways. TO THE EDITOR OF THE SUN-Sir: During a talk catching fish a Scot said that he often caught flounders by treading softly in the waters bar footed, stepping on them and suddenly picking them up. He also told of catching salmon by

method was to select the edge of a stream with grass close to the banks, which the water had partly undermined, and to go along feeling under the bank. Finding a salmon he would tickle the ash on the belly. The fish turns on the tickler's hand and is caught. Are these thing: nossible?

NEW YORK, April 10.

The House Seekers. whale had just swallowed Jonah. "If he had been a woman," it murmured, "

rould have noticed what a lovely entrance to the apartment, Another instance of the unobserva

Knicker-Was he able to hunt a flat Bocker - No, he unfortunately took a dog along. THE AMERICAN CITIZEN'S RIGHT TO CROSS STATE LINES.

TO THE EDITOR OF THE SUN-Sir: Whence has come the right of an inhabitant of New York, be he or be he not a citizen of the United States, to cross the boundaries of the State and go to the White House or to New Orleans or to San Francisco, taking along, if it pleases him so to do, his goods and chattels?

Perhaps a great many persons, and especially those who advocate what President Roosevelt fondly describes as "my policies," think that such right of travel and commercial intercourse across State boundaries has come of the Federal Constitution, has been imparted by it alone, and therefore the President and Congress have a special

right to destroy that right. During what has been described as the third epoch of the Federal Supreme Court and the last half of Marshall's great career as Chief Justice, from 1819 to 1835, there came before the court (1824) the case of Gibbons vs. Ogden, wherein was answered the propounded question.

New York had granted a monopoly-State monopolies of even interstate transportation by land and river were rather common in those early days - of the "navigation" of all New York waters "with boats noved by fire or steam." The United States had also granted a coastwise license permitting two steamboats to ply across the Hudson between New York and Elizabethtown in New Jersey. New York declared by every branch of its Government that the "monopoly" was lawful. She enjoined the two boats and all others propelled by fire or steam from navigating New York waters. The controversy was carried before the Federal Supreme Court. The question at issue was whether or not the State rights attitude of New York was repugnant to the clause in the Federal Constitution imparting to Congress the power to regulate commerce "among the States."

Never before had the clause been considered by the court. New York con-tended that "commerce" embraced only such traffic as buying and selling, and not "navigation" of the Hudson. The court adjudged that "navigation" was included but nothing was disposed of excepting ships on rivers. Stage coaches and wagons on roads were not involved.

In the course of the argument it was said (9 Wheaton, 211) that the Federal Constitution "does not confer the right of intercourse between State and State." court had to meet the argument and pronounced it sound and true. Chief Justice Marshall declared that "the Constitution found it an existing right and gave to Congress the power to regulate it." His argument was that the States adopting the Constitution were free, sovereign and independent, previously united only by a league, and the law of nations ruled their relations to each other, which law made all commerce legitimate in time of peace and in the absence of restraining treaties or laws. Thus the Constitution did not impart to our citizens the right of interstate commerce. The Constitution only authorized Congress to "regulate" it. The Constitution did not create the right of interstate intercourse any more than the right to vote, which has come solely from the individual States.

The decision of the court was simply that if one had a coastwise license he could ascend and descend the Hudson River and go into the interior of New York. The State cannot prohibit and prevent.

Thus "among" the States means, as to navigation, intermingled with the States; but, added the court, Congress cannot regulate the commerce and industry that is completely internal. Whatever is water borne and can navigate the waters of a State is in a relation to the interior of the State different from that of vehicles on

It is quite probable that many New Yorkers who are advocates of "my policies" really think that if they have occasion to go to Washington on business errands at the seat of Government, they derive from the United States and not from New York a right to traverse the Hudson River, the States of New Jersey, Pennsylvania, Dela-

ware and Maryland Possibly Senator Beveridge, who aspires they say, to be to Roosevelt what Hamilton was to Washington, fancies he is indebted to the United States and not to Indiana for the right to vote. CASUAL.

NEW YORK, April 10.

The Rights of Succession TO THE EDITOR OF THE SUN-Sir: In vie of the present and promised "pernicious me that said ruler, as an old time New York when Washington, in the Arthur-Folger matter, raised particular hell by its interference and ultimately led to the election of Cleveland as Democratic President. s Roosevelt, anyway, that he shall dictate to the Republican party, and in fact to the people of the United States, who shall be the AN IRATE REPUBLICAN. NEW YORK, April 7.

The Thoroughbred Banastar in Court,

From the New York Times of April 10. That horses have almost human intelligence ha een stated time and again, but it remained with Colonel Franklin Bartlett to place the thoroughbred racer on a plane above the ordinary animal, when n arguing a case before the Supreme Court of Westchester he stated in positive terms that the famous Brooklyn Handicap winner Banastar refused o start in a race because he knew his owner was trotting man and not a lover of the runners In the course of his argument as leading counse for the State Racing Commission in a case against

the Empire City Trotting Club, which applied to Justice Isaac N. Mills of Westchester county to issue a peremptory writ of mandamus to co the State Racing Association to issue a license and award dates for a running race meeting to the Empire City Trotting Club for 1907, Colonel Bartlett said "The Empire City Trotting Club was conceived by the late William H. Clark, at one time Corpora-

ion Counsel of the city of New York. The track was built by Mr. Clark as a trotting venture, and it was for trotting races and for trotting brust and trials and for nothing else. Mr. Clark dearly oved a trotting or pacing horse. It is officially recorded in turf annals that about 1900 Mr. Clari urchased a celebrated running horse named Banastar. When the horse was sent to the post to run in his first race in the colors of his new owner, he stood stock still when the other horses started and refused to start himself because he knew was owned by a trotting man and not a follower of the runners. Is it possible to produce more direct evidence as to the purposes intended by Mr Clark when he built the Empire City track?

The statement was made in all seriousness, n was the distinguished lawyer in any way discomfited by the laugh which greeted the remark, a laugh in which Justice Mills joined heartly

Example of Man's Inaccurate Observation. TO THE EDITOR OF THE SUN-Sir: I asked n old time watchmaker in Pittsburg how long he had been repairing watches. He answered for years. I then asked him how long he had carried his present watch, and he said about twenty years. then asked him whether the figures on were Roman or Arabic. He answered Roman. I then asked him whether the figure "V" pointed in to the centre or the other way. Then I asked him On investigating he found there was no six on his

watch and there never is on a hunting case watch. In place of it there is the second hand. You will find nine out of every ten times the wearer of a hunting watch case will answer that number six on his watch is "VI." Out of twenty-six persons questioned by me, only two knew of the absence of the six. NEW YORK, April 10.

> Yangchin's Bride. From the Korea Daily News.

The work of selecting a wife for the young Prince ungchin has begun. The preliminary selection of ungchin has begun. candidate is now being made.

PUBLIC UTILITY COMPANIES.

Regulation on the Plan of Adjusting Profit to Service a Success in Boston. TO THE EDITOR OF THE SUN-Sir: The proposal of Thomas A. Watson for the administration of public service corporations which appeared in THE SUN of April 8 is one of many plans that will doubtless be suggested by thoughtful men who realize the necessity of a change in the administration of these

But it may be questioned whether the time has come when investors would be willing to intrust their savings to corporations administered, as Mr. Watson suggests, by a board of directors half of whom represent the owners of the company and the other half opposing elements. Nor could one expect from this plan the best results for the public, as the inevitable lack of harmony would be a pitfall to efficient operation and service.

American success is founded on free and fair play for the enterprise of our ablest men. Having the confidence of many small as well as large investors and the cooperation of armies of efficient subordinates, each one of whom is working for his own advancement. hey create our business organizations, banks, ndustrials and public utilities.

If, as it seems, the time has come when such nen of creative and administrative ability are to be circumscribed in their control of public service companies and patrons are to become partners in their enterprises, then it essential to the interests of the public that the services and abilities of these men be Let them administer without impediment, but restrict their reward to a cale proportional to the degree of efficiency with which they serve the public.

That this can be done is evinced by commendable condition evolved from the soston gas troubles. Peace now reigns in Boston, the maximum price of gas is 85 cents. politics is no longer a factor and the public has confidence in the company

W. H. Gardiner, an expert in the administration of public utility companies and one who contributed in a large measure to bring about the present situation in Boston, ex pressed himself on this subject in a recent peech before the New England Association of Gas Engineers, in the course of which he said:

I believe that the greatest problem before our country to day is the rational coordination of the rights and interests of the corporations (and especially the quasi-public corporations) and those of their customers, the great public, for whose service they exist.

The extremists, finding fault with the corpora ns, would destroy them and throw the burden of conducting these services upon our Government This attitude is but the natural antipode of the attitude held by many corporation men, that the conduct of a corporation is a private matter which concerns not the public.

Between these two extremes I believe there is ust mean. I believe that you here in New England, n Boston, have taken the first step toward its solution. About a year ago you inaugurated under your commission system of Government supervision a plan whereby the profits of your gas company are made inversely proportional to the price at which it serves the public. As it reduces the price of gas, it is allowed to pay proportionally larger net carnings While I have never approved of some of the detail f this system as applied in Boston, I believe that t contains the germ of the solution of the public atility problem throughout the country. I believe this because this sliding scale copartnership which ou here have between the public and the gas company retains all the advantages of individual nitiative and allows proper incentive under a most mmendable system of Government supervision, which exacts a "square deal" both for the public and the corporation.

Personally, I am an earnest advocate of the Gov-

ernmental supervision of public utility companies, and I look to the extension of Governmental supervision. But I hope that in it will always be incor porated the principle of profit sharing alike to the public and the corporation as you have it here. I believe that the basic principles of this profit shar ing are applicable in some forms, perhaps as yet undeveloped, to electric lighting, traction and ever to the Governmental supervision of our great rail-roads. Thereby we can get from these utilities the maximum efficiency of service resulting from indi vidual initiative, they receiving personal gains proportional to the service rendered the public

NEW YORK, April 10. W. C. D

How the State Can Save Money.

TO THE EDITOR OF THE SUN-Sir: The difficulty about the enlargement of the Erie that I indulge myself in the luxury of astonishment at the discovery that I am-as I modestly believe-the first to proclaim it. My proposition, as you will perceive, not only solves the mere detail of raising the money; it is directly in line with the basic principle of the canal business. It must also be creditedpotentially at least-with obviating entirely the risk of money loss and of ruin that will overtake the new canal enterprise should it really appear-as the cavillers say-that the new cut will be outclassed by concurrent methods of transportation before the first giant barge goes through it.

Now, let us state the ground principle to which I have referred: We all know that transportation is truly a national, broad gauge industry. Being so, it is the duty of Governments to furnish cheap transportation to shippers. Instead of waiting years for a canal and spending one hundred and plus millions for it, why not begin at once the work of aiding transportation over existing routes? Let us stop the new canal, appropriate from the State Treasury right now the first instalment of \$3,000,000 interest on the canal bonds and pay it every year to shippers by rail in such a way as to bring down railroad rates to the canal charges.

It would accomplish exactly the result aimed at in the administration of the present canals and in their enlargement

It would foster the business of freight shipment more than at present is possible; the appropriation would work always, and the canals are put out of business five months a year by unsentimental nature.

It would create new industries It would result in the building of more railroads.

Last, and not least, it would obviate the nvestment of \$100,000,000 plus in a canal from which it can never be recovered, though its interest charge would run on for an indefinite ime; but the \$4,000,000 a year (being the \$3,000,000 for interest saved and the cost of operating the present canals) if invested in aiding shippers would be a boon to them for which they could never be too grateful.

It is truly the business of the Government. to legislate for the "general welfare," as set forth in the preamble to the Constitution of the United States. "KARL MARK." BROOKLYN, April 10.

Unveracious April.

TO THE EDITOR OF THE SUN-Sir: As the decoation of the Order of Sapphira is now being betowed as freely as the red ribbon of the Legion of Honor, may I propose as a worthy candidate for the distinction the April of 1907? I want to see little crocuses and tender grass and budding leaflets-and my windows give me only a

Whistier arrangement in gray and white Is this job lot of meteorology in which we try to exist a climate or-what?

From the brown and briary hedges, From the gleaming, ailvery sedges Bleached by many a wintry moon From the sodden, trodden grasses mething whispers as it passes

Spring is coming, coming soon Coming not in this pale seeming But with all her colors streaming. Her wild music in the air; She will wreathe the tangled byway. Flush with light the common highway.

Spill her magic everywhere. idie fancies sternly banished. Dreams and visions long, long vanished Stir the soul to sweet unrest. in an oubliette sinks Duty. While old unforgotten Beauty

Lures us on her ancien

it quest ADA FOSTER MURRAY. SUSPICIOUS RAILROAD BILL.

It Provides That Companies May Remove

Tracks and Yet Hold Franchises ALBANY. April 10.-A bill introduced by Assemblyman Sheridan to-day provides that any street surface railroad company can remove its tracks from a street provided the Board of Railroad Commissioners certify that the tracks to be removed are not required for the convenience of the public. The bill further provides that such a company may also, with the consent of the Mayor, discontinue the operation of cars over any portion of its road whenever the Railroad Commissioners shall certify that the operation of cars thereon is unnecessary for the convenience of the public by reason of the operations of other lines. This means that a company may suspend entirely during the winter a line that is

used by the public chiefly in the summer. The bill, after providing for notice and hearing by the Railroad Commissioners on the matter of granting the certificate, goes on to provide that the removal of tracks or the discontinuance of operation of cars shall not in any manner affect or impair the franchise under which the tracks were laid or the road operated, or the right to lay the tracks or to resume the operation of cars, provided the local authorities approve

the manner of relaying the tracks.

The bill goes on to provide that tracks removed under the bill from Amsterdam avenue shall be relaid only upon the consent of the Board of Estimate and Apportion-ment. It was announced recently in New York that the New York City Railway Company and representatives of one or two civic organizations had agreed on a bill allowing the removal of unused tracks in city streets and it was said that this was the bill.

An examination of it, however, shows that it is identical in effect with one of the five Bedell-Wilcox bills, introduced in 1904 at the request of the Metropolitan Street Railway Company. These bills were opposed most vigorously by a conference of organizations, forty-eight in number.

BUSY SUMMER FOR GOV. HUGHES. Plans Investigation of State Departments

and Charitable Institutions. ALBANY, April 10. The bill that will give Gov. Hughes the right to appoint commissioners to examine into the State departments, commissions and bureaus will be introduced within a day or two. The Governor is most anxious for the passage of that bill, for he has had inklings of the way business is carried on by some of the departments and he is known to have a desire to make changes. By the time the next Legislature convenes it will be in possession of facts concerning the methods of doing business in the State's departments that are not obtainable from the annual

The knowledge that such an investiga tion was contemplated had the effect of causing several heads of departments to get busy to-day with leading members of the Legislature. But in addition to looking into the State departments it is intimated that the Governor is going to take a swing around the State during the summer. He is said to be consumed with curiosity as to the manner in which the State's institutions are conducted. A personal investiga-tion is sought by him, and he will acquaint himself with the needs of the institutions and find out whether or not they are being administered as they should be.

This year there have been many requests for appropriations for additions to State hospitals and there is a crying need of many improvements to other institutions and the Governor is anxious to see what is needed and what should be done at once so as to avoid this piecemeal method of doing things which the cry of economy is responsible for.

That an investigation either by the Governor or his commissioners will reveal considerable is admitted by all.

PHILIPPINE WAR TARIFF. The Government's Appeal Argued Before

the U. S. Supreme Court. HINGTON, April 10. Claims already filed for the refunding of some \$4,500,000 of duties paid on merchandise imported into the Philippine Islands from the United States under the tariff orders promulgated by President McKinley are dependent upon a case argued to-day before the Supreme It is the appeal of the Government from the decision of the Court of that the law passed by Congress last June for the purpose of ratifying the collection of duties in the war period was ineffectual.

That law was passed as a consequence of the court's decision last spring that the imposition of duties under the war tariff was illegal, never having been confirmed by Congress and being beyond the power of the President. The Court of Claims in effect held that the action of Congress in attempting to head off the payment of the claims came too late.

The case was argued to-day by Assistant At-torney-General Van Orsdel, Solicitor-General Hoyt and Attorney-General Bonaparte for the Government, the Attorney-General mak-ing the concluding speech, and by F. R. Coudert and S. N. Ward of New York for the claimants.

SUBWAY LOOP CONTRACT. Bids for the First Section to Be Opened at Noon To-day

Bids for the construction of the first section of the subway loop to join the terminals of the Brooklyn and Williamsburg bridges will be opened at noon to-day by the Rapid Transit Commission. After the bids have been opened they will be examined by Vice-President Starin, who will present a report on them to the full board at a meet-ing to be held at 3 o'clock in the afternoon. Although no bids have as yet actually been deposited with the deposited with the commission, the mempers of the board have reason to be that there will be at least half a dozin com-The bids are for const only and the work will be paid for by the city order that the city may have the power to issue operating leases to both Manhattan and Brooklyn railroad companies. The section to be built under the contract ex-tends from Pearl street to Canal and must finished within twenty-one months As this is the longest and most of the five sections there is no necessity for letting contracts for the four other for two or three months.

Aboard the Hamburg-American liner Bluecher, which sails to-day for Plymouth, Cherbourg and Southampton: Mme. Gadski, Mrs. Henry A. Haigh, William

Hagemann, Dr. and Mrs. Austin Flint, Jr. Sailing by the Flench liner La Touraine Walter Wellman, F. J. Harper, Mr. and Mrs. C. L. Hamilton, the Rev. Paul Gilbertson, Mr. and Mrs. George V. Cartwright.

Passengers by the Cunarder Slavonia, off for the Mediterranean: off for the Mediterranean:

Mrs. Minnie Arbuckle, the Rev. John Considine, Mr. and Mrs. Charles F. Richardson, the Rev. John Wade, Dr. M. T. O'Brien, Dr. and Mrs. W. J. Duffy and the Rev. Arthur

By the North German Lloyd liner Rhein, sailing to-day for Bremen:
Dr. Jerome E. Cook, John Svivester, Mr. and Mrs. James O. Watson, Prof. and Mrs. M. B. Baker.

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great Hood H

Arrivals by the Ward liner Havana from Havana: Frederick Monteverde, Military Attacha to the Spanish Legation at Washington: Capt. Robert Michie, U. S. A.; Gen. Albert Meyer.

Calvin Thomas Head Simple Speller

The new executive committee of the Simplified Spelling Board met yesterday afternoon in the offices at 1 Madison avenue and elected officers. Prof. Calvin Thomas was chosen president, Dr. C. P. G. Scots was elected se eretary and Charles E. Sprague vas reelected treasurer. The committee decided to give serious consideration to the recommendation of William Archer that a representative from Australasia be chosen on the committee.